

# Hijacker remains at large

A widespread search was under way today for a middle-aged hijacker who apparently parachuted from a Northwest Orient Airlines 727 between Seattle and Reno last evening.

The man was missing when the jetliner arrived in Reno. So was the \$200,000 ransom he had collected at the Seattle-Tacoma Airport in exchange for the plane's 36 passengers and two of the

three stewardesses.

Four remaining crew members were in the cockpit on the Seattle-Reno flight and did not see the hijacker leave the plane. They were unharmed.

The rear door of the 727 was left open on the hijacker's orders. Parachutes had been put aboard the plane here.

The Federal Bureau of Investigation described the hi-

jacker as Caucasian, with dark hair and medium complexion and wearing a business suit. He wore sunglasses.

Harold E. Campbell, Jr., special agent in charge of F.

B. I. operations in Nevada, said, "We're searching for him along the entire route. The landing was all covered very thoroughly. We know he didn't get off that plane

(at the Reno airport). I was there myself."

The ransom was the largest ever paid in an airline hijacking.

The hijacker had shown a stewardess what he said was a bomb in a briefcase. The briefcase was missing when the plane arrived in Reno.

A Boeing Co. spokesman said no one has ever parachuted from a Model 727, although it is quite feasible. The rear door drops down from the bottom of the plane and a parachutist would have no difficulty clearing the plane, the spokesman said.

The plane reportedly flew from Seattle at a reduced speed because the rear door was open. Cabin temperatures dropped below zero. The hijacker had parachutes put aboard the plane at Seattle.

Crew members aboard the plane when it reached Reno were identified as Scott; Bob Rataczak, first officer; H. E. Anderson, flight engineer, and Tina Mucklow, stewardess. The crew was based in Minneapolis, the airline said. The Federal Bureau of Investigation in Reno tentatively identified the hijacker as D. B. Cooper. His name was not among 36 on a list of passengers issued by the airline.

(A Michael Cooper from Missoula was one of the 36 ransomed passengers interviewed briefly by the F. B. I.)

The crew was taken from the plane 35 minutes after it landed in Reno. Officials said the delay was due to the possibility that a bomb had been placed aboard. No bomb was found.

Jack Keillor, Northwest district sales manager in

Photographs and other details are on A3 and G 16, 17 and 18.

Seattle, said the hijacker had locked the four crew members in the cockpit during the flight to Reno. The hijacker stayed in the rear of the plane and did not acknowledge crew efforts to talk to him, Keillor said.

Art Wiborn of the Federal Aviation Administration in Oakland said two Air Force jets and a C-130 cargo plane followed the plane to Reno. An Air Force spokesman said the pursuing planes may not have been able to see the hijacker jump from the jet because it was too low and too dark.

**THE HIJACKED JET**, Flight 305, originated in Washington, D. C., and stopped in Minneapolis; Great Falls, Mont.; Missoula, Mont.; Spokane, and Portland.

It was hijacked as it left Portland for Seattle. A stewardess said the man gave her a note and said he had a bomb in a briefcase.

The stewardess said she saw "two red cylinders and wires" in the briefcase.

The plane landed in Seattle at 5:43 p. m. after circling for about two hours. It left Seattle - Tacoma Airport at 7:37 p. m. and took 3½ hours to fly to Reno.

Along with the \$200,000 in ransom money obtained from Seattle-area banks by the airline, the hijacker also was given two parachute assemblies, each consisting of a chest pack and back pack. Three packs were found aboard the plane in Reno.

## Negotiations begin in N.J. prison riot

**RAHWAY, N. J. — (AP)** — Rioting prisoners held the warden and five guards hostage today at Rahway state prison and officials said negotiations were under way with inmates who had seized control of portions of the maximum-security institution.

A spokesman for the New Jersey Department of Institutions and Agencies said talks were between prisoners and prison administrators.

"If further help should be needed from concerned citizens who might be helpful it will be requested," the spokesman said.

State troopers and corrections officers were massed outside the prison, but no plan to use them was announced.

Earlier, Lt. Gordon Hector, principal spokesman for Col. David B. Kelly, state police superintendent, was quoted as saying the officers would storm the prison.

However, in a statement issued early this afternoon by Gov. William T. Cahill's office, Hector denied making the comment.

About 50 helmeted troopers, all armed with shotguns,

massed at the entrance to a tunnel-like corridor that leads through the outer wall of the prison into the yard. News men had been kept in a room off the corridor but were evacuated shortly before the troopers arrived this morning.

The prisoners were holding Warden Hugh Vukcevic and the guards after submitting a list of demands they wanted relayed to the governor. There was no immediate comment from the governor on the demands.

Three of the five other hostages were identified as Alfonso Iorio, Bryan Henderson and John Moitanes.

A sixth guard who was released as a go-between pleaded "Don't let it be another Attica."

The go-between, Eddie Mullins, 38, said the inmates want a meeting with Cahill. "They don't want to be killed," Mullins said.

Mullins urged officials not to storm the prison and warned, "The inmates feel it is going to be another Attica."

Mullins referred to the September 10 riot at Attica state prison in Upstate New York which claimed 43 lives.

**THE FINLEYS** — His friends put him on by introducing him as "Sylvia Finley's husband, John," but John Finley doesn't mind. His wife, a Lacey librarian, has been in the news as a black person snubbed by a private club. What does Finley think of the incident? The Times' Stephen H. Dunphy talks with him on H. 8.

**CANADA** — Old grievances have been revived and new ones developed in Canada as a result of President Nixon's new economic policy. G. 21.

**PROCLAMATION** — President Nixon's annual Thanksgiving Day proclamation is on A. 10.

**JACKSON** — Senator Jackson may pass up the New Hampshire presidential primary on March 7. A. 2.

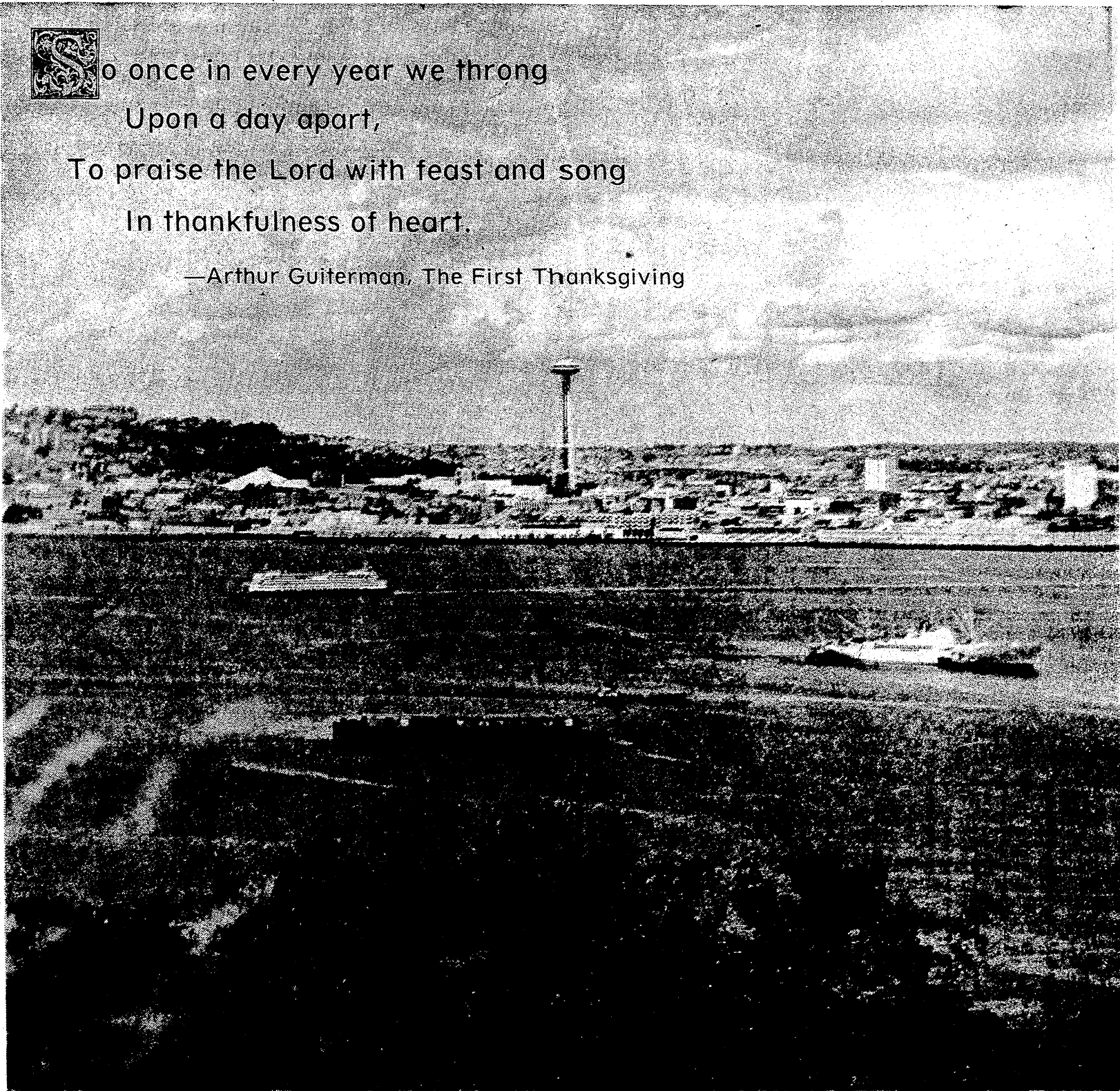
**FOWLING PIECE** — It was a bird-brained deed indeed when the bald eagle was selected as the national bird, turkey boosters contend. An eagle-eyed reporter, John Hinterberger, talks cold turkey about the ages-old flap. A. 8.

Arts, entertainment E 6 to 9  
Bridge column C 20  
Classified ads E 10 to 22  
Comics C 16, 17  
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Date-line C 20  
Dear Abby F. 3  
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Heloise F. 5  
Horoscope E 11  
Dorothy Neighbors F 5 to 9  
John J. Reddin G. 23  
Sports D 1 to 12  
Troubleshotter A 20  
TV, radio C 14  
Vital statistics E 23  
Women's news F 1 to 4



So once in every year we throng  
Upon a day apart,  
To praise the Lord with feast and song  
In thankfulness of heart.

—Arthur Guiterman, The First Thanksgiving



Staff photo by Bruce McKim.

## Dear Joe: She wanted to be a nurse or doctor

By DON DUNCAN

The "Dear Joe" letter differed greatly from those sent to G. I.'s during the Second World War to inform them the girl-back-home had found someone else.

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This one was postmarked from Port Angeles, addressed simply to "Dear Joe."

It arrived at the Redmond home of Joe Dubsky, 54, a star halfback for the University of Washington football team in the late 1930s.

Dubsky's kidneys stopped functioning about a year ago. He was kept alive by a machine at the Northwest Kidney Center.

More than anything, Dubsky wanted a kidney transplant so he could once again "live a normal life."

Dubsky received that transplant last month. He learned the name and address of his donor and wrote a letter of heartfelt thanks. He signed it "Joe."

Joe would remain anonymous, he wrote, unless the donor's family wished to correspond further.

**EDNA STEVENS**, mother of the donor, gave permission for her reply to appear here. It seems particularly appropriate on Thanksgiving.

"Dear Joe —

"I received your letter today and I am so grateful for you to let me know about the transplant. I pray that it keeps working for you for many years.

"It was quite a loss for us. She was 13 years old March 16 and very active.

"I don't know if I should tell you this. She was riding her horse, which was a thoroughbred quarterhorse she had trained and broken to ride. The horse stumbled and Karlene fell off him doing serious brain damage which caused her death.

"She also was a national doubles badminton champion in Delaware, and she had numerous trophies for bowling. Also, she played the piano and other musical instruments, without ever having a lesson. She was a very gifted girl.

"She wanted to be a nurse or doctor when she grew up, so that is what prompted me to donate her kidneys, which at the time was very hard for me to do. But I know that is what she would want.

"I have other children — four girls and three boys. And we are all so proud and thankful that you let us know. And we know that she is living in you and she won't let you down.

"If you would like, I would like for you to have a picture of her. She was a pretty girl.

(Paid Advertisement)



Joe Dubsky



Karlene Stevens

"Would you please write back and let me know how you are getting along and how old you are and if you are married or a student.

"I would like to meet you if you wouldn't mind, and I would also like to contact the other person who received a kidney.

"I hope you don't think I'm rude for writing you about her, but you see we were so proud of her and loved her so very much. But there is a reason for everything that happens to us.

"Yes, Joe, I cried when I got your letter, but it wasn't because I was sad. I am so very happy that my daughter is helping someone else to live.

"Will you please write back? And may God bless you.

"Sincerely,  
Edna Stevens and family."

**DUBSKY WROTE BACK.** He told about himself and his family. He put the Stevens family in touch with the recipient of Karlene's other kidney, a young mother with two children.

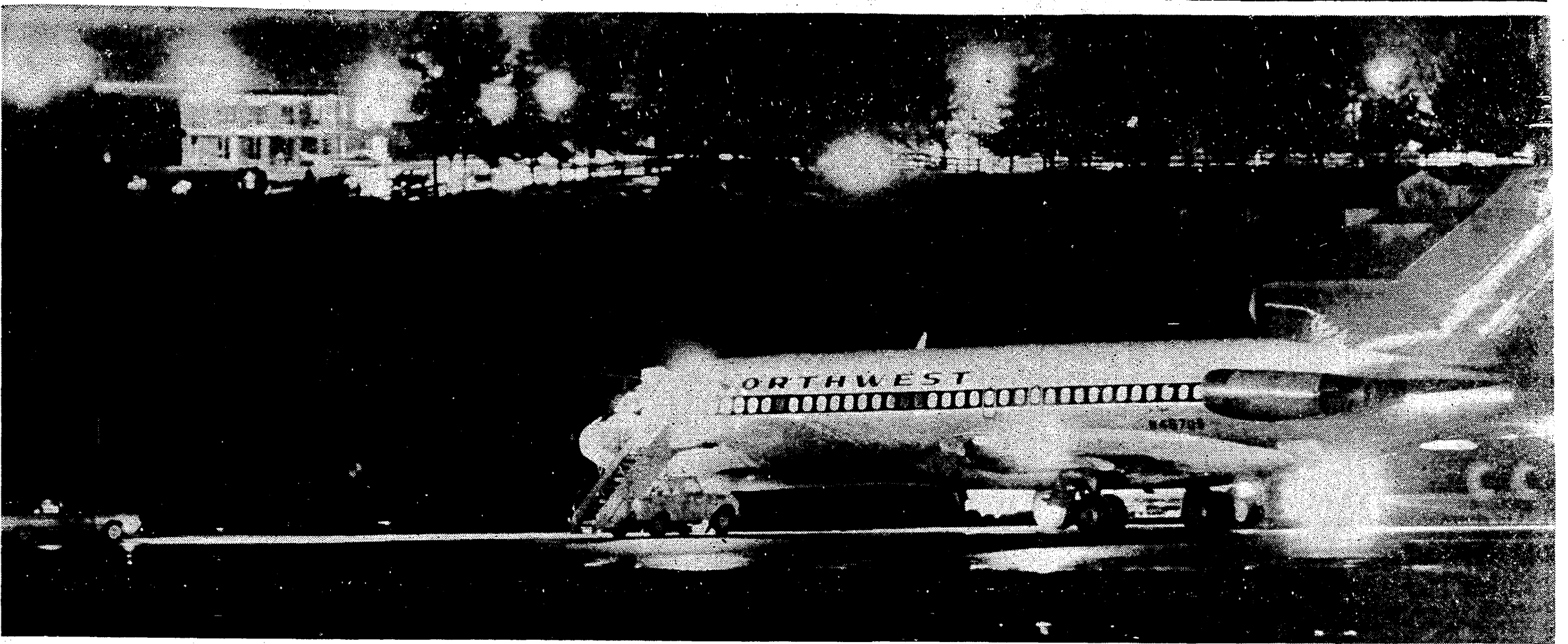
Although he has been a little under the weather from shots to counteract his body's natural tendency to reject foreign tissue, Dubsky rapidly is gaining strength. Soon he hopes to return to his stone-and-marble business.

Dubsky looks often at the photograph of Karlene. She'll be much in his mind today.

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## Hijacked jet at Sea-Tac

The hijacker, 36 passengers and a crew of six still were aboard the Northwest Orient Airlines Boeing 727 minutes after it was stopped at a dimly lighted far corner of Seattle-Tacoma Airport about 6 p. m. yesterday. The passengers and two stewardesses later were released. The \$200,000 and parachutes demanded by the hijacker were placed on board, the plane was refueled and the plane took off for Reno. This photograph, a four-minute exposure taken with a 500mm lens, was taken by Times photographer Bruce McKim.

## Passengers welcomed

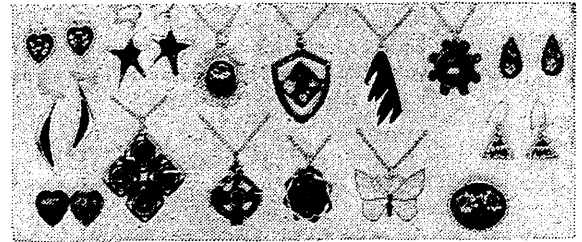
Passengers from the hijacked Northwest Orient Airlines were greeted by relatives and newsmen at the Seattle-Tacoma Airport. Several said they were unaware of the hijacking during the Portland-to-Seattle flight.—Staff photo by Greg Gilbert. (Reactions from passengers, G 17.)



## Salvation Army feasts prepared

Brig. Erik Swan watched Norman Booker prepare one of the 32 turkeys to be served today as part of the annual Thanksgiving dinner at the Salvation Army Harbor Light Center, 416 Second Ave. Harbor Light officials said they expected to serve between 1,000 and 1,200 free turkey dinners today. The food was donated by various groups.—Staff photo by Vic Condiotty.

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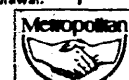
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# 'The individual'

## He took control of Flight 305

By PAUL HENDERSON

He was referred to as the "individual," a mid-40-year-old man who made his play for \$200,000 while Northwest Orient Airlines Flight 305 was preparing for take-off from the Portland International Airport.

His threat was in a note. He handed it to a stewardess. A briefcase was at his side. He said it contained a bomb.

And then the "individual" started verbally dictating instructions from his seat at the rear of the jetliner.

Flight 305 was scheduled to touch down at Seattle-Tacoma Airport at 3:21 p. m. yesterday. But with a hijacker in control, time tables went out the window when the Boeing 727 lifted off the Portland runway.

Seattle wasn't ready for Flight 305 when it appeared on radar screens here. The money was on its way. But the parachutes apparently were not.

The hijacker wanted two parachutes. Flight 305 went into a holding pattern 25 miles northwest of Seattle. At 4:50 p. m., for the benefit of the hijacker, ground control relayed this message to the jetliner:

"F. B. I. and police have advised no action to be taken. Repeat. No action to be taken."

"We are awaiting his concurrence that you should land."

Flight Capt. William Scott relayed the hijacker's response.

"He wants us in a lighted area so he can see what's going on," Scott radioed.

And, the pilot emphasized, the hijacker wanted the money and parachutes waiting. At 5:02 p. m. they had not arrived.

Then there was dialog between Northwest control and the plane.

Northwest control: "Impress on this man that we are not trying to stall. The money is on its way. It was picked up at more than one bank."

Landing from the north, Flight 305 was to taxi to a darkened area on the southwest corner of the airport.

Northwest control: "This is an unlighted area. Maybe he would lie more light out there."

Scott: "I have just communicated with the individual and I have appraised him of the situation. He understands it may not be possible to park the airplane in a totally secure area with lights. He accepts it."

Northwest control: "We don't want the hijacker to think we are going to sneak up on the airplane."

Scott: "We'll play it by ear when we get down there."

Northwest control: "You hold until we have assurance that we have the money and everything."

Northwest control (5:07 p. m.): "The money is at the airport. Now all we lack are two parachutes."

Scott (5:21 p. m.): "He's getting very impatient for those chutes. We are going to have to come up with them pretty quick. He's beginning not to accept the fact that they are coming from another area."

The parachutes had been sought, apparently without success, from McChord Air Force Base. Now they were en route in a State Patrol car from the Seattle Sky Sports airfield near Issaquah.

Northwest control (5:24 p. m.): "They have just advised that the parachutes have arrived. So we'll go down and pick them up and be on our way."

Northwest control (5:39 p. m.): "Everything is ready for your arrival."

Flight 305 touched down in the darkness at 5:45 p. m. and stopped in a far corner of the field with its lights blinking.

Scott (5:47 p. m.): "We'll ask you to stay there until we can coordinate with our friend in the back."

Scott (5:48 p. m.): "He says to get the stuff out here right now."

Two parachutes and a suitcase containing \$200,000 had been loaded into a Northwest Orient courier car. It pulled out from Concourse A, heading for the blinking lights.



## Questions for the crew

The crew of the hijacked Northwest Orient Airlines 727 answered questions after they landed late yesterday in Reno. From left were Capt. William Scott; Robert Rataczak, first officer; Tina Mucklow, a stewardess; and Harold Anderson, second officer.—A.P. wirephoto.

Following the hijacker's instructions, a single stewardess walked out of the plane and reboarded with the parachutes and suitcase.

Thirty minutes later 36 passengers walked out of the airplane to a waiting bus. One by one, they filed into the Northwest Orient V. I. P. room on Concourse B for inter-

views with agents from the Federal Bureau of Investigation.

A businessman in a ruffled suit, an airman in uniform, a middle-aged woman with red hair, two men wearing Stetsons, a teen-ager in a ski jacket...

Most of them were smiling. A few were grinning ear to ear.

## Pilot's wife thankful for safe flight

MINNEAPOLIS — (AP) — Mrs. William Scott, the wife of the Northwest Orient Airlines pilot whose jetliner was hijacked during a flight from Seattle to Reno last night, said she felt "very great thankfulness" when she learned the plane landed safely at Reno.

Mrs. Scott said she spoke by phone with her husband, a 51-year-old pilot with more than 20 years of flying with Northwest, after the plane landed. Sometime during the flight the hijacker apparently parachuted from the plane with \$200,000 ransom money.

The four crew members, all from the Minneapolis area, were not harmed during the flight, Mrs. Scott said.

Scott, a Minneapolis resident, was an Army Air Force flier in World War II before joining Northwest Airlines.

Mrs. Scott said she did not know if the crew members would return home for Thanksgiving, but she said she was told they probably would be home no later than tomorrow.

After questioning by the Federal Bureau of Investigation early today, the four went to a Reno hotel to rest.

Mrs. Robert Rataczak, wife of the 32-year-old co-pilot, said he seemed "quite calm" when he phoned her after landing. Mrs. Rataczak said she had discussed the possibility of a hijacking, with her husband but "never seriously."

## U. W. mum on convicted professor

University of Washington officials yesterday said they will make no comment now on the case of Dr. Richard Montgomery, who was convicted in federal court Tuesday of possessing more than 150 pounds of marijuana with intent to sell.

The officials said the university will have no comment until the court record action has been reviewed.

Dr. Montgomery earlier was reassigned to administrative duties from special education classes.

## Boy, 12, dies as result of shooting

John Lauren Young, 12, was wounded fatally in an accidental shooting in the basement of his home, 3415 49th Ave. S. W., about 11 p. m. yesterday.

The medical examiner's office reported that John and his brother, James, 15, were in the basement as James ejected shells from a .22-caliber rifle and the weapon accidentally discharged.

Deputy examiners said John was struck in the chest. The parents are Mr. and Mrs. Phil Young.

## Drug seized at bus office

Detectives seized a large carton containing a garbage can containing 50 pounds of marijuana, worth about \$2,400, on the illicit market, at the Greyhound freight office, at 12:15 p. m. yesterday.

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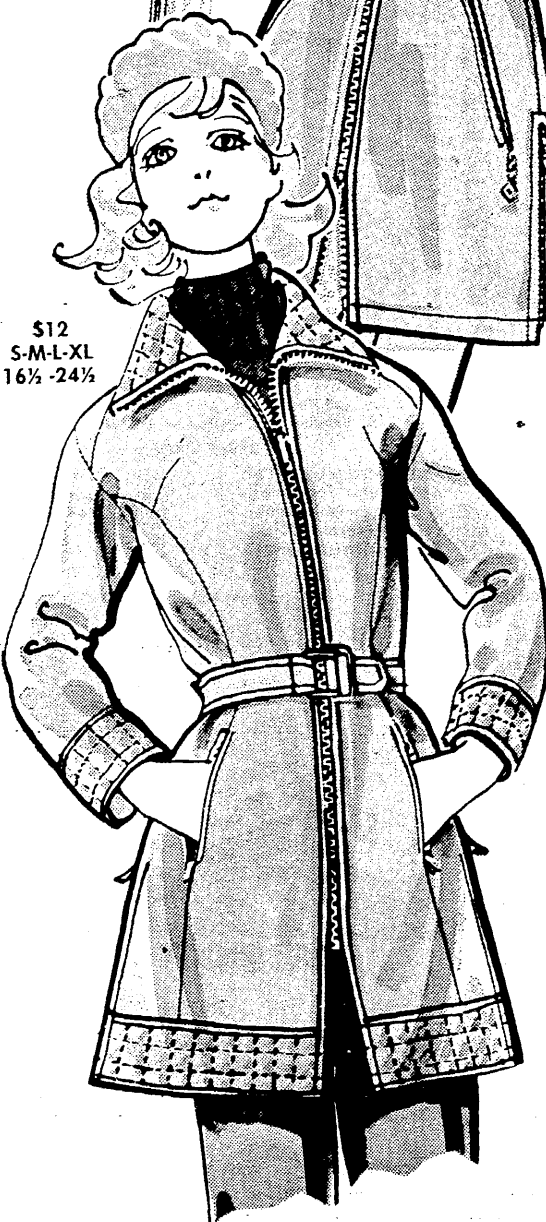
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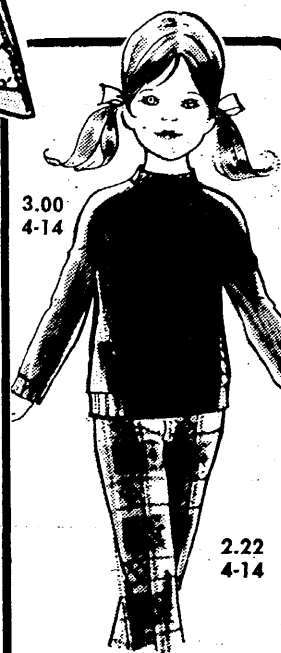
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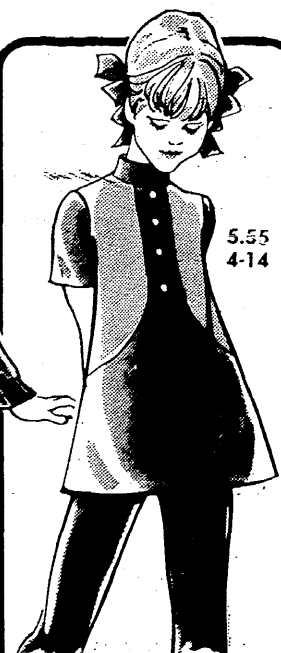
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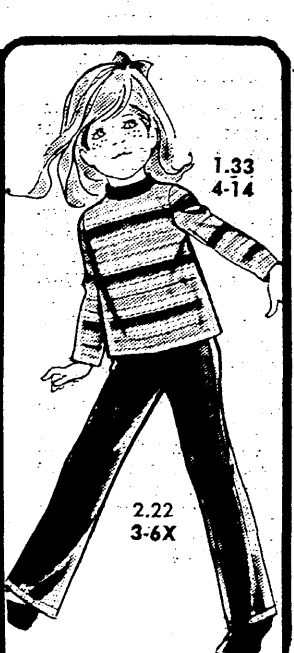
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# Hijacker was relaxed, say passengers

By MIKE WYNE

A portrait of an unimpressed, cool and relaxed hijacker was sketched by passengers last evening at the Seattle-Tacoma Airport as they tried to recall the seatmate who held them more than three hours for \$200,000 ransom.

As a Northwest Orient Airlines stewardess handled the complicated instructions of the hijacker, only other flight-crew members knew he was threatening to dynamite their 727 from the sky.

A FEW PASSENGERS worried. Most said they be-

lieved the flight captain's announcement that Flight 305 was experiencing mechanical difficulties and had to "burn" fuel by circling over Seattle.

Actually Capt. Bill Scott was burning time while ground personnel complied with the hijacker's orders.

Questioned after they left a questioning session conducted by Federal Bureau of Investigation agents, passengers recalled their abductor:

"A quiet guy."  
"He had dark glasses."  
"... kind of relaxed in his seat."  
"Sort of slouched."



Robert B. Gregory



Larry Finegold

"Never said anything."  
"Didn't notice him until we were getting off."  
"Middle-aged and well-dressed."

Passengers talked, read, napped and stared out the window as the busy drama unfolded of collecting the ransom, cordoning the airport, locating parachutes and preparing to secure a runway area for refueling and exchanging cash for passengers.

Two of the debarking passengers, however, were eager to professionally deal with their abductor. They were Larry Finegold, assistant United States attorney for Western Washington, and Richard Simmons, head of Job Therapy, a prisoner-rehabilitation program.

"I hope we'll have a quick prosecution of this case," said Finegold, who was returning from Vancouver, Wash., where he has been representing federal government personnel in the \$2.1 million civil lawsuit against San Francisco Mayor Joseph Alioto.

"I'll take care of him when he gets out," Simmons said. "We've never had one (a hijacker) before, but we've helped every other type of criminal."

"It wasn't until the money was being handed over that I thought of being hijacked," Finegold said.

"When they brought the money and parachutes aboard, we realized what had happened," said Bill MacPherson, Seattle real-estate executive.

SIMMONS DEFENDED the crew's decision to lie to the passengers as necessary to keep the hijacker from getting alarmed and upsetting their abductor.

"I slept most of the time we were up there," Simmons said.

Simmons' wife, Barbara, also active in prisoner-rehabilitation, said she first thought they had gotten on the wrong flight.

"First we went right past Seattle, then Everett," Mrs. Simmons said. "All I could think of was the plane was going to Vancouver and we were on the wrong flight."

"Our concern now is for the people (crew) who stayed aboard," Mrs. Simmons said.

William Mitchell, 20, Redmond, said he sat across the aisle from the hijacker and didn't realize what was happening as the man issued his demands to the stewardess.

"He didn't move when we left the plane," Mitchell said.

Robert B. Gregory, Sumner, said he paid no attention to the man during the flight, but took a look at him as the passengers left the plane.

"He was quite relaxed," Gregory said. "He was sit-



Richard Simmons and his wife, Barbara, told of the hijacking after they and 34 other passengers and two stewardesses were allowed to deplane at Seattle-Tacoma Airport. Simmons is head of Job Therapy, a prisoner-rehabilitation program here.—Staff photo by Greg Gilbert.

say, "pull the curtain aside so he can see everything." The open curtain allowed the man to see to the front cabin door from his rear-most seat.

Passengers praised the stewardesses for their calmness and the flight crew for their relaxed voices during announcements.

"We didn't realize what it was until we got out and found ourselves on a dark, cold and wet runway and they told us to get away from the plane," said one passenger.

As the passengers hurried across a runway to a waiting bus for the ride to the airport terminal they left only their luggage aboard the plane.

THE PASSENGERS were smiling as they reached the airport terminal, a bit embarrassed at the attention focused on them.

A Northwest spokesman said that as F. B. I. agents organized the questioning, hostesses offered the passengers sandwiches and overnight toothbrush-shaving kits.

"Only four wanted sandwiches and nobody wanted a kit," the spokesman said. "We'll get their luggage to them as soon as we can."

## Passenger list for Flight 305

Northwest Orient Airlines yesterday issued this list of the 36 passengers aboard the hijacked Flight 305 when it landed in Seattle. The hometowns of the passengers were not immediately available.

Dennis Michaelson  
Larry Finegold  
A. Menendez  
Ray D. Clouse  
George Kurota  
Mr. Pallart  
Robert Cummings  
Mrs. Cummings  
C. A. MacDonald  
Daniel Rice  
J. R. Wornstaff  
Patrick Minsch  
LaVonne Connelly  
Arnold O. Andvik  
Bill McPherson  
S. McPherson (son)  
Scott McPherson  
Mr. Weitzel  
W. P. Jensen  
Mrs. Helen Connors

Jack Almstead  
A. B. Truitt  
Charles Street  
R. P. Donohoe  
W. J. Murphy  
Mrs. Barbara Simmons  
Michael Cooper  
Nancy House  
William Keats  
C. Harms Zern Spreckel  
William Mitchell  
Robert B. Gregory  
Lynn Cummings  
George Labisoniere  
Mrs. Kloefer  
R. J. Simmons

## February hijacking recalled

The hijacking of a Northwest Orient Airlines Portland-to-Seattle flight was the second hijacking of a Seattle-bound plane this year.

February 25, a Western Airlines plane from Ontario, Calif., was en route from its only stop, San Francisco, when it was hijacked over Medford, Ore., and forced to fly to Vancouver, B. C.

The passengers and crew returned to Seattle after a youth was arrested and the plane and luggage were searched.

Chappin Scott Paterson, 19, who originally demanded the plane be flown to Cuba, was indicted by a federal grand jury here on a charge of air piracy.

Paterson later pleaded guilty to a lesser charge of interfering with the operation of an airliner. Hijacking and kidnapping charges were dismissed by the government. He is in the corrections center at Lompoc, Calif., serving a term of up to 10 years.

Ninety-two passengers and a crew of six were aboard the Western 707 in February. Thirty-six passengers, the hijacker, and a crew of six were aboard the Northwest 727 yesterday.

## Grocery chain extends freeze

Albertson's, Inc., has announced it will extend the price freeze on grocery products until January 1.

J. L. Scott, president, said the 232-store chain of supermarkets will maintain retail prices at levels frozen by President Nixon on August 15.

"We expect to be hit with some wholesale price increases during this period," Scott said, "but we will not pass them along to our customers."

He added that the firm will follow provisions of the Phase I economic policy which exempted unprocessed agricultural products from price freezing.

## Disposal Co. mechanics accept pact

Mechanics at the Disposal Co. yesterday accepted a one-year contract retroactive to May 1.

Fifteen of the 18 mechanics attended the ratification meeting and accepted the proposal unanimously, said Everett Tate, business representative of Lodge 289, Automotive Machinists.

Initially, a three-year contract was offered. The new proposal came after a mediation session called by Albert L. Gese, federal mediator. Terms of the wage-fringe package were not disclosed.

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For Better Performance, Greater Power, Longer Life

**Circular Saw or 1/2" Drill \$39.00**

a. 7 1/4" Circular Saw. 2-H.P. motor. Ball and roller bearings. Rip fence included. Save!

b. 1/2" Drill with reverse. 1/2 H.P. motor. Multi-position handle. Ball, roller bearings.

**HEAVY-DUTY "DUAL" SANDER 2 Days \$32**

Dual action, straight and orbital. 25-sq.-in. sanding area. Heavy-duty bearings.

**1/4" VARIABLE SPEED DRILL 2 Days \$21**

With reverse. Speeds from 0 to 2250 rpm. Long-life bearing construction.

Great for guys, gals!

### DENIM-LOOK FLARE JEANS

Our Reg. 4.97—2 Days

## 3.99

Charge it!

Men, be right-on in handsome low-rise flares of denim blue, wine, natural, brown or plum blue in men's sizes 28-36. Match 'em for your gal, if she's the jean type! A great look, at great savings!

Ask about our credit terms

Men's Ivy or Continental Jr. Boys' Never-Press.

### DRESS SLACKS FLARE PANTS

Reg. 7.97 2 Days **5.88**

No-iron rayon/nylon/acetate in new colors, with trim Banrol® elasticized waist, quality tailoring. 29-42.

Our Reg. 1.97 ea. **2.33**

No-iron polyester/cotton twill flares for boys 3-7. Elasticized waist, fly front, groovy colors!

### MEN'S SPORT COATS

Reg. 22.97 **18.00**

In the group are wools, wool blends, dacron/wools and dacron/rayons. Summer weights also available. Choose from all the latest styles.

### KNITS FOR MEN

Reg. 2.97 ea. **2.57** for **2.57** ea.

Cedar Hills collection of combed cotton or blended knit shirts. Short sleeves, many styles, colors, patterns. S-M-L-XL. Save!

### BOYS' NO-IRON FLANNEL SHIRTS

Reg. 1.97 and 1.77 For 1.57 Ea. **2 / 3 00**

Ideal for Fall and Winter Wear NEVER-iron regular collar flannel shirts in a fine assortment of print patterns. Sizes 4-7.

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**15.96** 2 Days

High-speed track. Starting Gate, splitter, 2-speed controls, curves, stops, cors.

### WILD WHEELIE SET

**7.66** 2 Days

New Mongoose® & Snake™ drag competition set. Dragster, gate, track, accessories.

### NEW RRRUMBLERS RACER SET

**10.96**

Fat Track Big "O" Race Set oval track layout, two cars, juice machine.

### STUNT RIDER™

**2.96** 2 Days

RRRumblers® set includes a single-lane, one-loop layout and motorcycle. Save!

### HURRICANE HAULER™

**6.66** 2 Days

Hauler train layout set includes Sizzlers® powered locomotive, 2 cars and track. Juice machine not included.

**BELLEVUE** 15015 Main St. (148th & Main)

**EVERETT** 8102 Evergreen Way (Old Hy. 99 at Casino Rd.)

**EDMONDS** 22511 Highway 99 (Aurora)

**WEST SEATTLE** 7345 Delridge Way S.W. At S.W. Orchard St.



# Hijacker added hop to Northwest's 'puddle jumper'

By PAUL HENDERSON  
Flight 305 originated in Washington, D. C. With stops in Minneapolis, Great Falls and Missoula, Mont., and Spokane and Portland, the flight was described by Northwest Orient as a "puddle jumper."

The last hop was to have been Portland to Seattle. The hijacker added one more — Seattle to Reno — and Northwest Orient had been prepared to "puddle jump" him to Mexico City.

Three stewardesses, three

## O'Connell to decide on I. R. S.-agent proposal

By ROBERTA ULRICH  
United Press International  
VANCOUVER, Wash. — John J. O'Connell has the long Thanksgiving weekend to decide what to do about proposed testimony by an Internal Revenue Service agent at trial of a \$2.1 million civil lawsuit against O'Connell and Mayor Joseph Alioto of San Francisco.

The possible appearance of Edward H. O'Boyle, a special agent for the I. R. S., who interviewed O'Connell twice in 1969, occupied much of yesterday's court session, mostly with arguments in secret.

Superior Court Judge Donald L. Gaines of King County deferred a final ruling on the matter until Monday. He said he felt a good solution had been found.

O'BOYLE had been called as witness by the plaintiffs in the suit in which the state and 12 public utilities seek refund of a \$2.1 million fee they paid Alioto for serving as their attorney in an anti-trust suit before Alioto became mayor.

Judge Gaines was warned, however, that if O'Boyle were called to the witness stand an I. R. S. attorney would protest that he could not testify about the interviews with O'Connell without O'Connell's consent.

The stand is based on confidentiality of I. R. S. records.

"That put him (O'Connell) in an awful bind," Judge Gaines said in explaining to reporters what occurred during a 2½-hour session from which they were barred. If O'Connell refuses to waive the confidentiality, Judge Gaines said, it appears to the jury he is trying to hide something. If he does not, a number of matters not connected with the suit are displayed.

William Helsell, attorney for the plaintiffs, said he will call O'Boyle if O'Connell does not accept the solution worked out yesterday.

O'Connell has said he has no problem over income taxes. O'Boyle, however, was involved in the federal investigation which led to the indictment of Alioto, O'Connell and George K. Faler on charges of bribery-conspiracy. Trial of those criminal charges is set for January 3 in Seattle but is expected to be postponed because this civil trial, which just completed its 10th week, still will be in progress.

FALER, who was an assistant to O'Connell when O'Connell was state attorney general, also is a defendant in the civil suit.

The state and utilities contend they are entitled to a refund of the fee because they were not told a \$1 million ceiling on the fee had been removed or that Alioto would share the fee with O'Connell and Faler.

During the morning's secret session one attorney stalked out to protest the discussion behind closed doors and four others, including Faler, left at the suggestion of Judge Gaines, who said later, "This problem is peculiarly Mr. O'Connell's."

Kenneth A. MacDonald, attorney for Faler, later moved for a mistrial or separate trial for Faler on nine constitutional grounds ranging from free speech to open administration of justice. Judge Gaines curtly denied the motions and ordered testimony by Supt. John M. Nelson, of Seattle City Light to proceed. Nelson, who began testifying last Friday, will return to the stand Monday.

MacDonald, in pleading for the mistrial, said in court what others have said privately — there will be no appeal of this suit.

He said, "There cannot be an appeal of this case because the transcript would cost \$50,000-\$60,000. The right of appeal here is illusory."

The day ended with a sharp exchange between O'Connell, who is serving as his own attorney, and Helsell over possession of a copy of part of a memo by O'Boyle.

crew members and one hijacker remained in the plane after 36 passengers had departed.

At 6:50 p. m., William Scott, flight captain, advised Northwest control that two of the stewardesses had been permitted off the plane. He had spoken with full composure to this point. Now the pilot's voice reflected anxiety.

"Two stewardesses are in the automobile (the Northwest courier vehicle which had delivered four parachutes and \$200,000).

"Just get out here and start pumping gas.

"We have one stewardess remaining with the individual. I hope that truck is full.

He's getting awfully antsy. He wants the stewardess sitting back there with him on take-off."

Empty fuel tanks were holding up take-off. A Northwest Orient spokesman said hoses on the first fuel truck had developed vapor lock.

Another problem was the hijacker's requested destination. He said he wanted Mexico City — 2,200 air miles. The hijacker also called for a flaps-down flight at low altitude.

At that "configuration," a Northwest spokesman explained, maximum range of the 727 would be 1,000 miles.

Northwest control began studying optional flight plans which it hoped would be acceptable to the hijacker.

Northwest control: "Seattle to Phoenix might be possible. But it is doubtful. Tell him that Reno makes a must-be choice for a wise hijacker."

"And be sure he understands that you can't take off with the door down."

The hijacker had posed the question. Could the plane fly with the rear staircase down? It figured into the bail-out that was a part of the escape plan, Northwest officials surmised. Minimum speed induced by lowered flaps, low altitude and a staircase leading to a safe jump.

Northwest control (7:20 p. m.): "If you have to go to Mexico City, a second stop

would be Yuma." Scott: "OK, we'll plan on the second stop in Yuma. We have completed fueling. The stairs have been removed. He has agreed to let us take off."

"He just called up and told us to get the show on the road."

Northwest control: "We'll keep you posted."

Scott: "OK. Thank you, Sir."

"He has indicated that he wants us to keep it below 1,000 feet. We'll take leave of you until we are in a position ourselves for take-off."

Northwest control: You are cleared for take-off whenever you are ready. Good luck on 'er."

Scott: "Sorry for the trou-

ble."

Northwest control: "That's all right, Captain. No problem."

Flight 305 lifted into the darkness on its final leg at 7:37 p. m. A Northwest spokesman said Tina, Muck-

low, stewardess, was permitted to join Scott; Robert Raczak, first officer, and H. E. Anderson, second officer, in the cockpit shortly after take-off.

Crew members had followed the hijacker's instruc-

tions to leave the rear staircase unbolted. The door was open and the staircase partly extended when Flight 305 landed at Reno 3½ hours later.

The hijacker was not on the plane.

## No-pay-boost plan rejected by 2nd group

Another group of King County employees yesterday voted down a no-payment-increase proposal for 1972.

The 40 carpenters represented by the District Council of Carpenters would not agree to the county's offer. Earlier, 225 county employees

represented by Teamsters Local 309 rejected the proposal.

Wilbur (Rusty) Hays, business representative for the carpenters, said his unit represents building and commercial inspectors, carpenters in the Maple Valley and

Redmond shops of the county road district and those at Boeing Field.

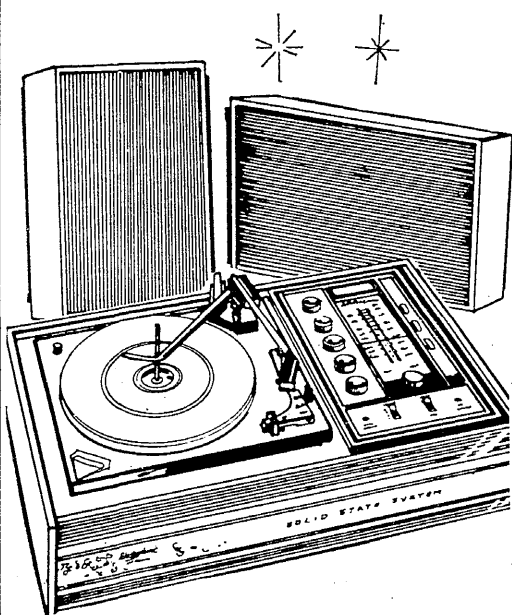
The Joint Crafts Council, made up of a group of unions representing both city and county employees, recommended rejecting the offer.

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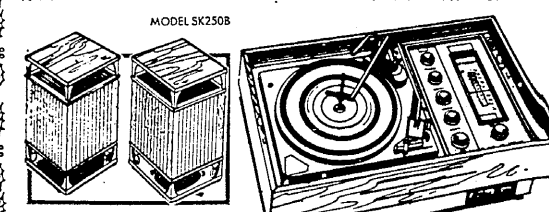
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Fully solid state system includes stereo phonograph AM/FM multiplex radio, 2 speaker enclosures and dust cover. Wood-grain walnut finish. Save now.



STEREO MUSIC SYSTEM POWERFUL STEREO SYSTEM  
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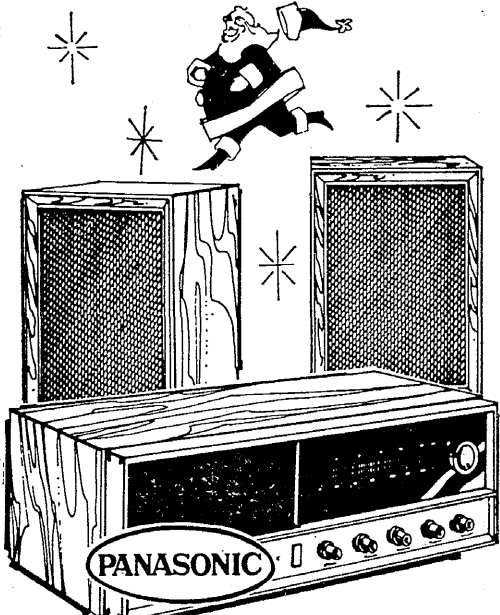
- 8-Track tape player: FM/AM/FM radio
- Deluxe automatic Garrard record changer
- Two-way air-suspension speaker system
- Solid-state circuitry. Walnut grained.
- Stereo headphones included.



STEREO HI-FI SYSTEM  
2 Days Only

**\$149**

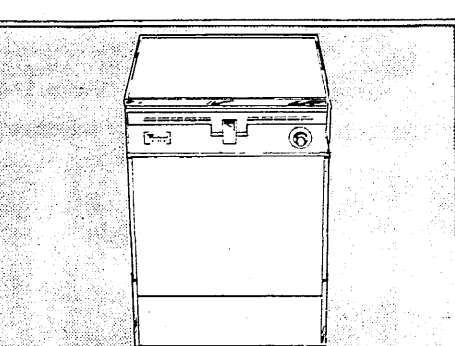
Solid state stereo hi-fi compact includes AM/FM and FM stereo radio, Garrard stereo record changer, air-suspension speakers. Rosewood color.



8-TRACK PLAYER AND AM/FM STEREO RADIO  
2 Days

**\$166**

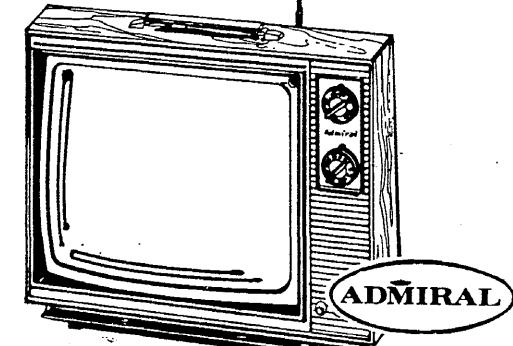
Panasonic solid state system designed to deliver strong reception. Slide-rule tuning, tone/balance controls, hook-up jacks. Walnut cabinets. Charge it!



ECONO WHIRLPOOL FRONT-LOAD  
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**219<sup>00</sup>**

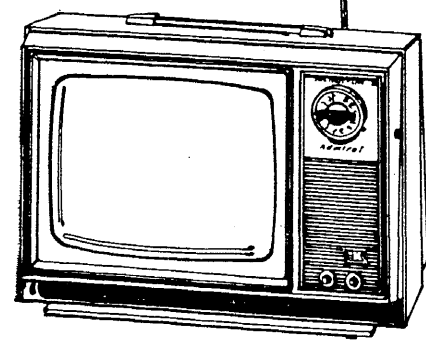
Three automatic cycles — two full size revolving spray arms and self-cleaning filter. A truly economy model with the features of the deluxe.



DECORATOR-STYLED 16" \* TV  
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**96.88**

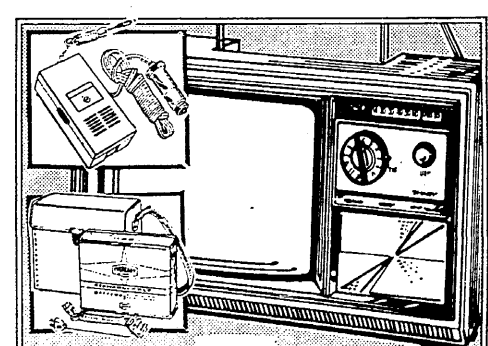
Black and white portable TV by Admiral. VHF tuner; solid state, 2-speed UHF tuner. Walnut finish on polystyrene with deluxe trim. Roll-about stand.



ADMIRAL EASY-TOTE 9" \* TV  
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**64.00**

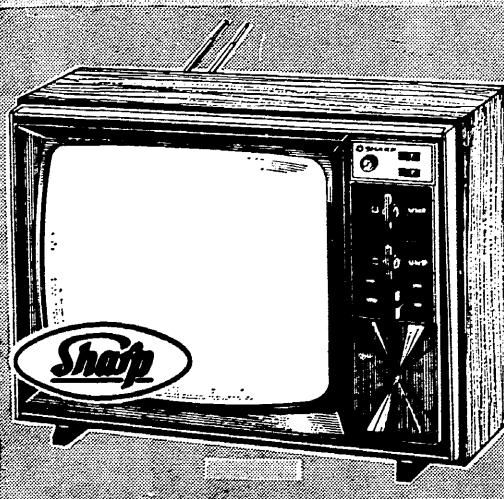
The slim, trim and personal portable TV: black and white. "Personal-listening" earphone, built-in jack, UHF/VHF dual tuner. Gray finish on polystyrene.



AC/BATTERY, 9" \* PORTABLE  
2 Days Only

**99.00**

Solid state, black and white TV that operates on rechargeable battery, AC, or car and boat batteries. Walnut-tone. Battery with carrying case and car cord.

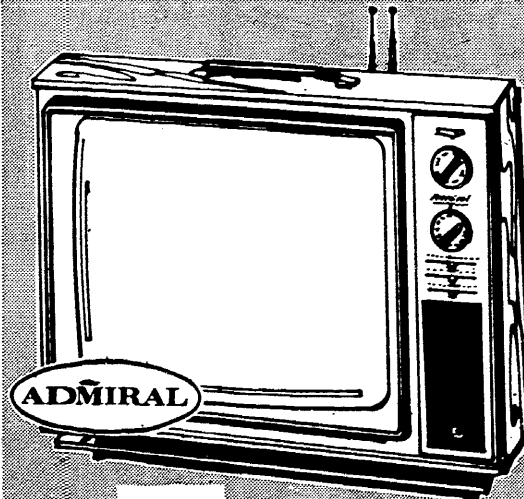


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Deluxe portable! Engineering features instant picture... instant sound. AFC push-button and pre-set fine tuning, front-mounted speakers. Wood-grain finish.

\* Diagonal measure, 180 sq. in. viewable area.

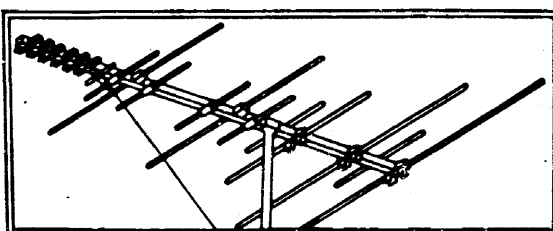


LARGE 19" \* PORTABLE TV  
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Precision-crafted chassis. Clear, sharp, black and white pictures. UHF/VHF tuners. Walnut-tone with roll-about stand.

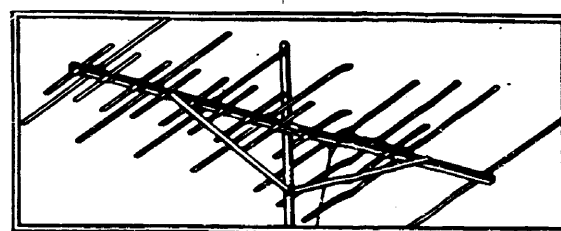
\* Diagonal measure



VHF-UHF-FM COLOR UNIT  
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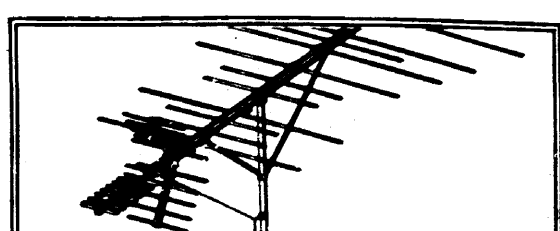
Good reception in most fringe areas where signals are weak. VHF to 100 Miles, UHF to 60, FM to 65. 36 elements.



FRINGE AREA COLOR UNIT  
2 Days Only

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Gives the finest quality VHF-FM reception. VHF up to 180 miles, FM up to 80 miles. 36 elements.



DEEP FRINGE COLOR UNIT  
2 Days Only

**18.88**

Gives finest reception in most deep-fringe, weak-signal areas. Behind-the-set Signal Splitter. 60 elements.

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